



# Wasatch Boulevard Master Plan

5-7-19 City Council Discussion

# Plan Goals

1. Preserve and enhance the character and livability of existing residential neighborhoods;
2. Move people through the corridor reliably and safely;
3. Increase travel choices along the Wasatch corridor;
4. Enhance opportunities for recreation along the corridor;
5. Preserve and enhance the scenic and natural qualities along the corridor;
6. Promote and prioritize sustainable solutions to Wasatch Canyon access at a local and regional scale;
7. Identify potential land uses and locations for new development or redevelopment along the corridor.

# Planning Objective 1 – *Shape a canyon-oriented, walkable urban place at the gravel pit*

- Envision development in a walkable, connected layout that incorporates many of the following concepts:
  - High-density uses
  - Market-supported mix of uses
  - Walkable streets
  - Highly connected internal street network
  - Recreational amenities
  - Pedestrian access across Wasatch
  - Connection to future Bonneville Shoreline Trail
- Encourage the creation of a major transit center that serves as a hub for north-bound traffic and canyon recreation traffic
  - Transit center should be complementary/integrated into the site
- Support increased capacity on 6200 S/Wasatch Boulevard in a creative way that also supports walkability, transit, and active transportation



# Planning Objective 2 –

*Create a connected network of pathways and trails for transportation and recreation, along the entire corridor*

- Build connected shared use pathways on Wasatch Boulevard
- Improve existing Wasatch Boulevard crossings and add new ones
- Leverage existing trails and paths into a larger network
- Develop trail corridors running through neighborhoods
- Create trail pathway connections to gravel pit development
- In the long-term, create a string of parks on the trail network

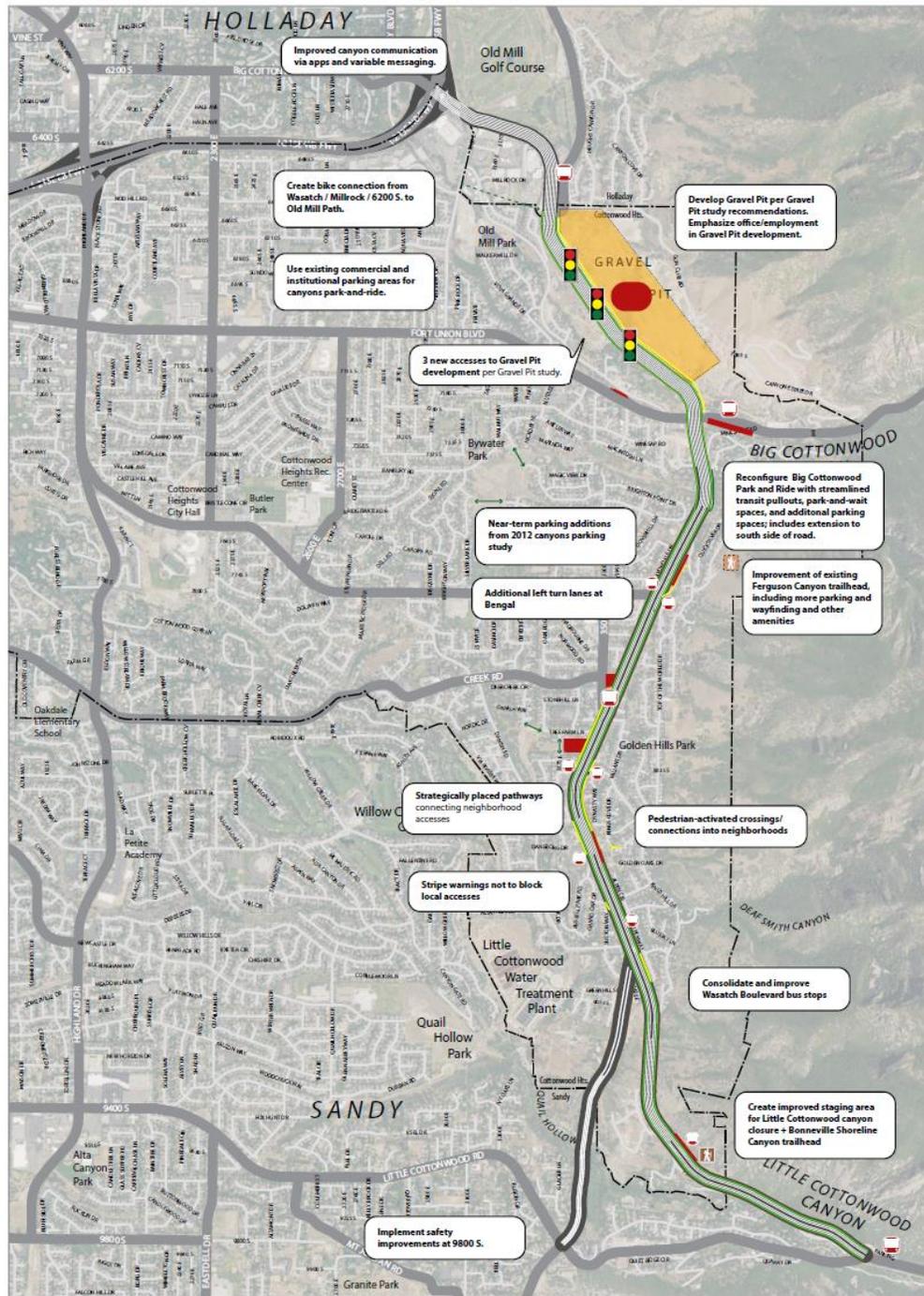


# Planning Objective 3 –

## *Balance livability, roadway capacity, and sustainable canyon access south of Big Cottonwood Canyon*

- Add road capacity sensitively
- Strongly consider using flex shoulders (HOV/dedicated bus during peak hours; expanded shoulder/bike lane during non-peak hours; explore future year-round BRT)
- Slow Wasatch Boulevard speed limit
- Improve neighborhood access
- Consider roundabouts and other traffic calming measures
- Preserve and enhance on-street bike facility
- Use native landscaping
- Employ landscaped medians where feasible
- Limit additional canyons parking
- Preserve and enhance key views



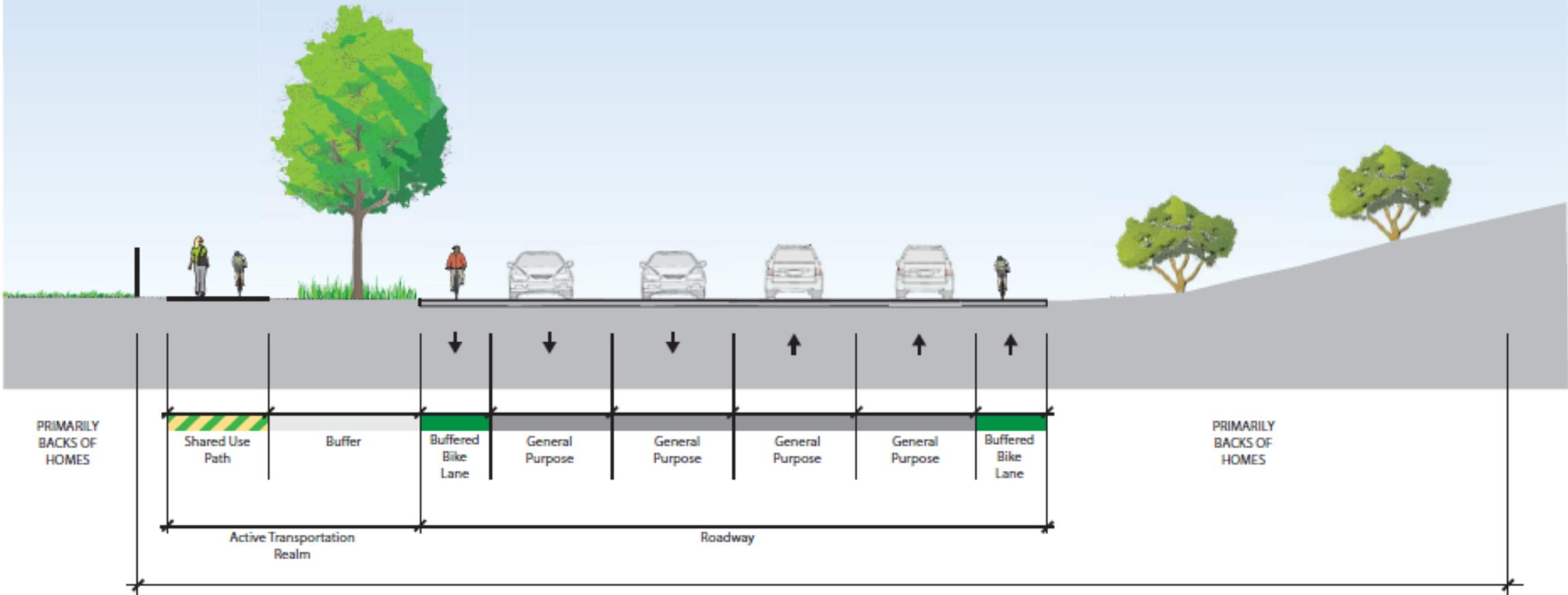


- Wasatch Boulevard Cross-Section:
  - Gravel Pit – 6 lanes + center turn lane
  - Wasatch Corridor – 4 lanes + center turn lane (no median)
  - Operational improvements – additional left turn lanes on Bengal; extend 6-lane cross section southward
  - Traffic calming at 9800 S / Highland
- Corridor Treatments
  - Multi-use pathway segments
  - Medians forcing right turns out of neighborhoods (access management)
  - Keep existing transit route and stops; improve stop quality and pedestrian access
  - More visible, safer, on-grade pedestrian crossings (Hawk crossings)
  - Trees or walls to block noise
- Network improvements
  - Increase capacity of park-and-ride lots
  - Utilize existing businesses for additional parking
- Development
  - Emphasize office development at Gravel Pit
  - Improvements to Big Cottonwood intersection and park-and-ride
  - Swamp Lot – expand park and ride
  - LCC turnout – improve staging, expand parking

1/3 mi. 1 mi.

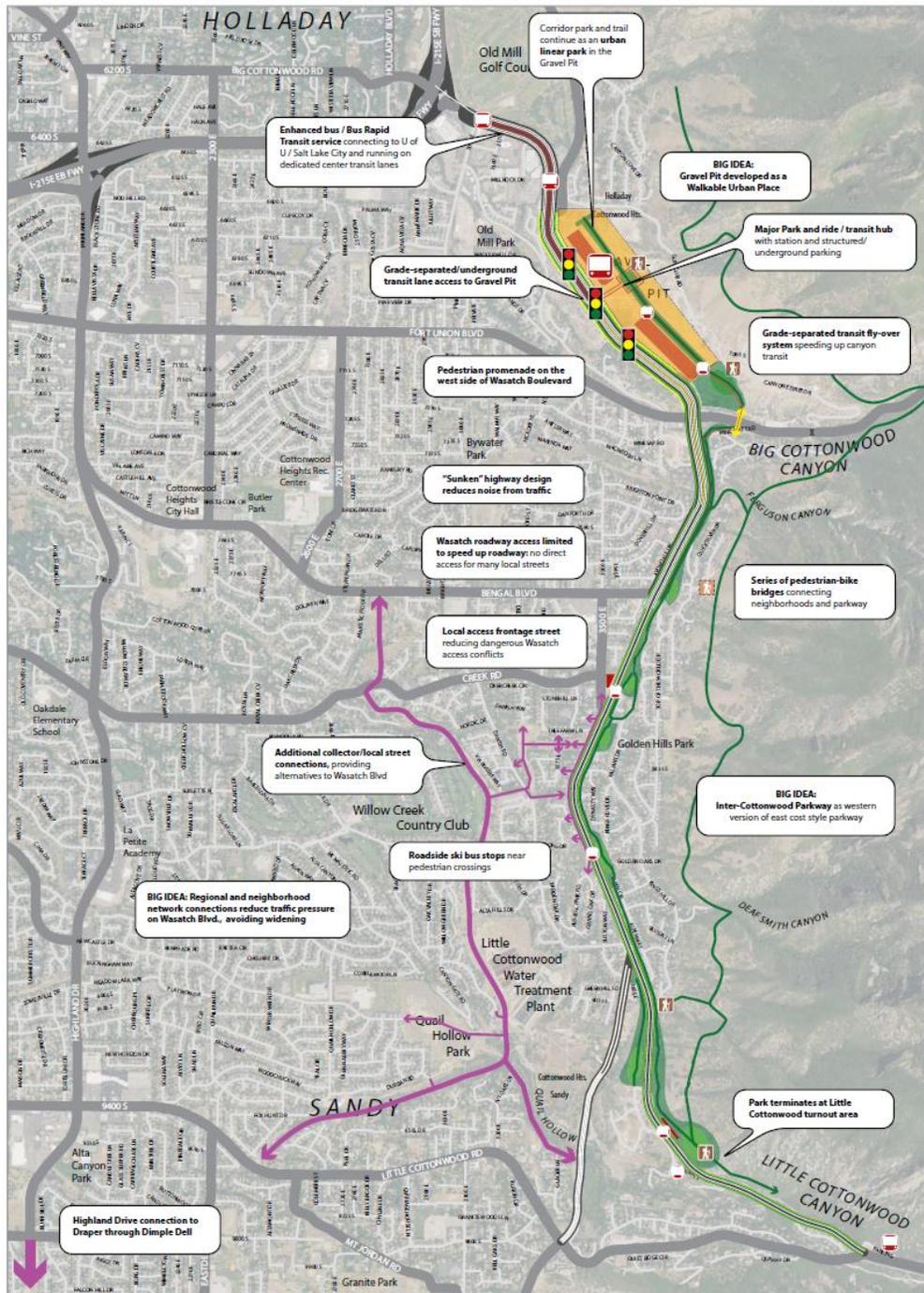
**SCENARIO 1 CURRENT PLANS**

# Scenario 1 Cross Section Concept



*Right-of-Way: Primarily ~150'; narrows to 77' - 94'*

## Wasatch Boulevard Between Bengal Blvd. and Little Cottonwood Road LOOKING NORTH



## • Wasatch Boulevard Cross-Section:

- Gravel Pit – 4 general purpose lanes with center median
- Corridor – 2 general purpose lanes with center turn pockets
- Median HOV/transit lanes between I-215 & gravel pit
- Multi-use pathway
- Strategic local access lanes along the corridor

## • Corridor Treatments

- Urban streetscape at gravel pit, fronting Wasatch
- Linear park south of Gravel Pit with native landscaping
- Local access lanes leading to reduced number of direct Wasatch Boulevard accesses
- Extension of downtown frequent bus route to gravel pit hub (future BRT)
- Grade-separated crossings over Wasatch Boulevard

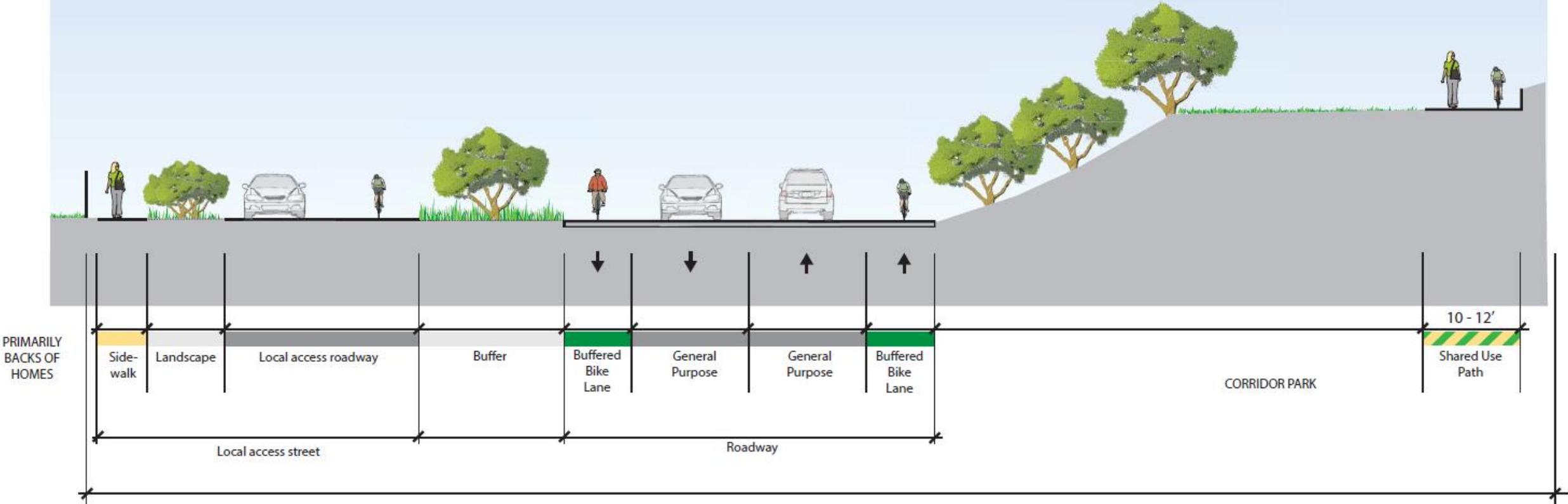
## • Network improvements

- North-south collector level connection along Little Cottonwood Creek
- Connect street stubs to one another and to adjacent streets
- Major transit hub at Gravel Pit

## • Development

- Gravel Pit – walkable urban development w/ integrated transit hub; more emphasis on residential, hospitality, and retail; development on both sides of Wasatch Blvd
- Swamp lot/Golden Hills – active transportation, linear park, minor development (i.e. townhomes/R-2-8)

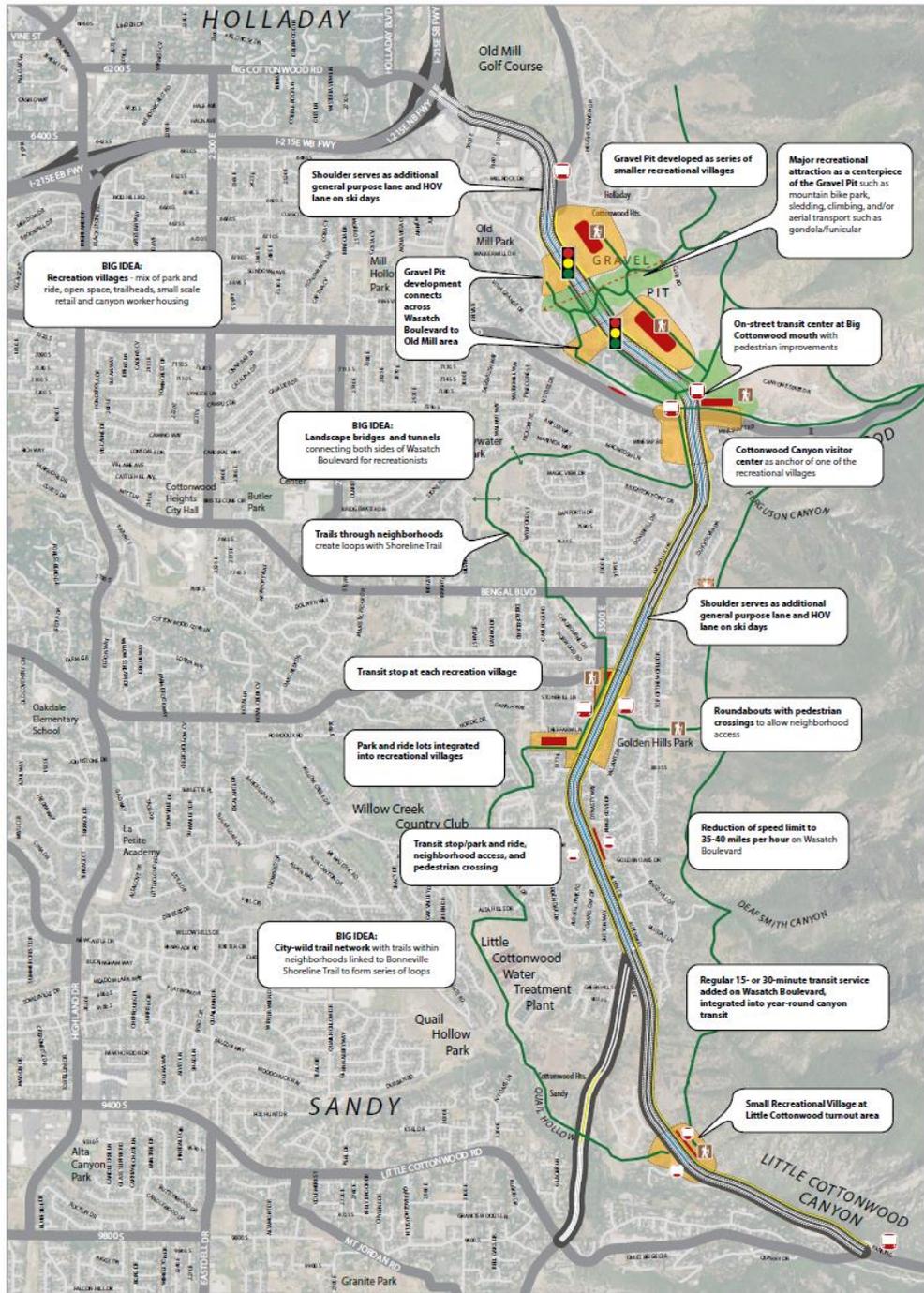
# Scenario 2 Cross Section Concept



Right-of-Way: Primarily ~150'; narrows to 77' - 94'

## Wasatch Boulevard

Between Bengal Blvd. and Little Cottonwood Road  
LOOKING NORTH



**SCENARIO 3 RECREATION VILLAGES**

• **Wasatch Boulevard Cross-Section:**

- Gravel Pit – 4 general purpose lanes with center median
- Corridor – 2 general purpose lanes with center turn pockets and medians
- Flex shoulders allowing general purpose traffic in peak traffic periods and HOVs on ski days
- Multi-use pathways

• **Corridor Treatments**

- Urban streetscape at recreation villages – Gravel Pit, Swamp Lot, South Corridor location
- Roundabouts at major local accesses
- Lower speed limits (35-40 mph) south of BCC
- New 15-30 minute transit service on Wasatch Blvd to serve east side of valley with stops at each recreational village
- Year-round transit service to canyons
- On-street transit hubs near pedestrian crossings
- Pedestrian crossings at roundabouts

• **Network improvements**

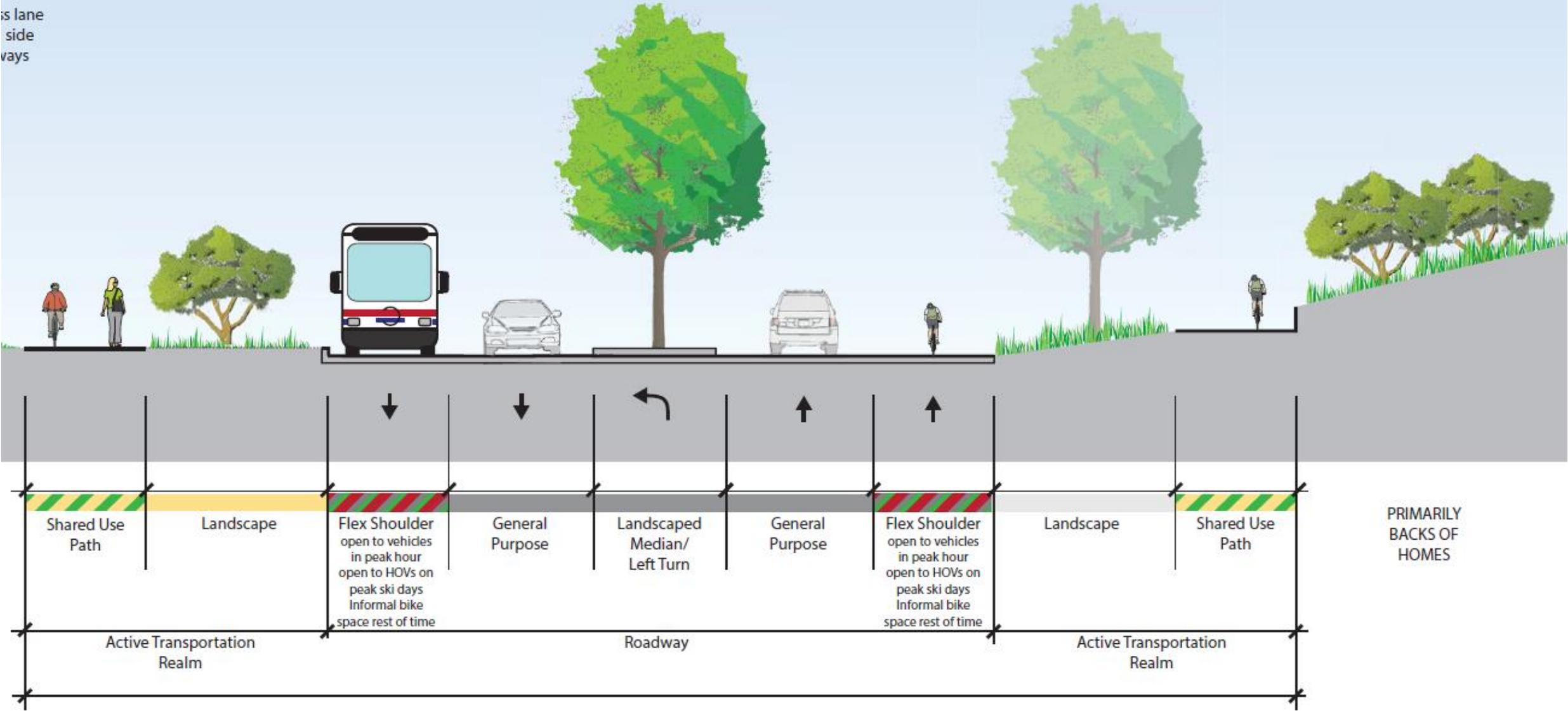
- Increase street connectivity in recreation villages
- Park-and-ride / transit stops at recreation villages
- Recreation and trail connections in each recreation village

• **Development**

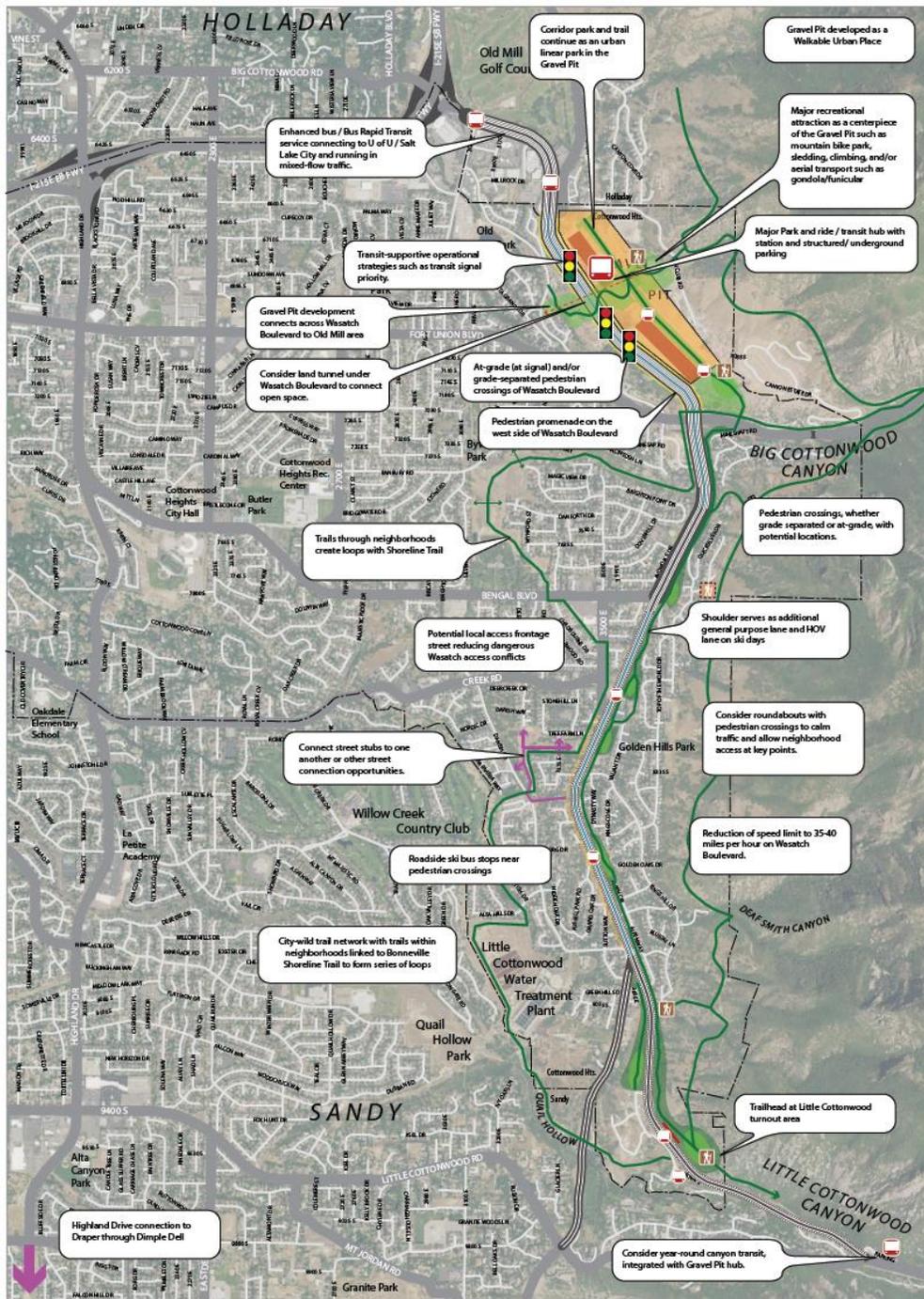
- Gravel Pit – large village center (less development than other scenarios; minor transit infrastructure)
- BCC Park-and-ride – medium village center
- Swamp lot/Golden Hills – small village center (medium-density mixed-use development)
- LCC pullout – small village center
- Recreation emphasis

# Scenario 3 Cross Section Concept

ss lane  
side  
ways



PRIMARILY  
BACKS OF  
HOMES



## Wasatch Boulevard Cross-Section:

- Gravel Pit – 6 general purpose lanes with transit prioritized (signal pre-emption, future dedicated lane, flex use, etc.)
- Corridor – 2 general purpose lanes with center turn pockets and medians
- Flex shoulders allowing general purpose traffic in peak traffic periods and HOVs on ski days
- Multi-use pathways

## Corridor Treatments

- Roundabouts or other traffic calming measures at major local accesses
- Lower speed limits (35-40 mph) south of BCC
- Enhance visibility of pedestrians and cyclists at major intersections
- Flex lanes for high-traffic days; expanded shoulder/bike lane other times
- Future consideration of dedicated transit/BRT in the flex lane
- Grade-separated pedestrian crossings integrated with Canyon signage
- Natural landscaping in medians and park strip areas

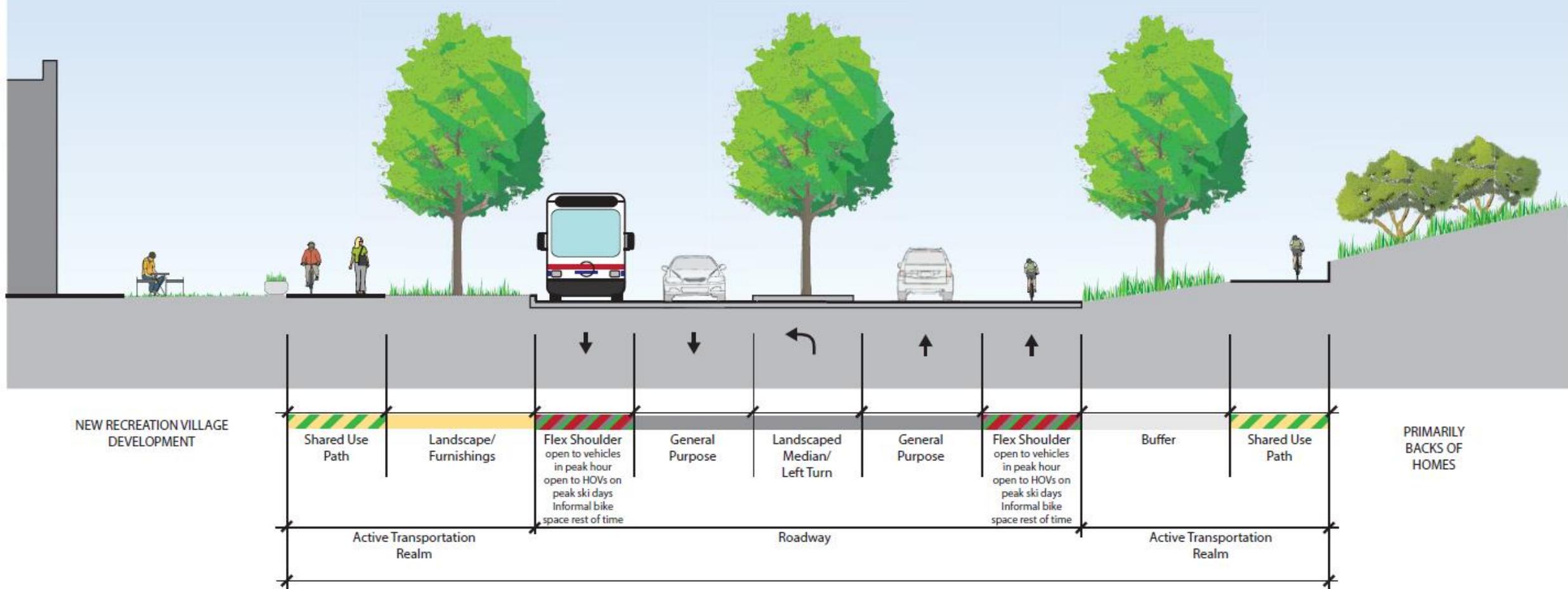
## Network improvements

- Continuous multi-use pathway separated from corridor
- Reduce transit stops along corridor (focus on gravel pit as transit hub)
- Provide connections to local and regional trail amenities (Ferguson, Deaf Smith, Bonneville Shoreline, etc.)
- Emphasis on transit and future reduction of single-occupant vehicle trips
- Canyon signage and information incorporated into aesthetic and design of corridor
- Improve residential access (roundabouts, signals, etc.)
- Emphasis on Highland Drive connection through Sandy

## Development

- Focus development at gravel pit site; minimize development along the corridor
- Preserve key views and emphasize the natural landscape
- Pedestrian promenade on west side of Wasatch; future connection to Old Mill property

# Preferred Scenario Cross Section Concept



NEW RECREATION VILLAGE DEVELOPMENT

Shared Use Path

Landscape/  
Furnishings

Flex Shoulder  
open to vehicles  
in peak hour  
open to HOVs on  
peak ski days  
Informal bike  
space rest of time

General Purpose

Landscaped  
Median/  
Left Turn

General Purpose

Flex Shoulder  
open to vehicles  
in peak hour  
open to HOVs on  
peak ski days  
Informal bike  
space rest of time

Buffer

Shared Use Path

PRIMARILY  
BACKS OF  
HOMES

Active Transportation  
Realm

Roadway

Active Transportation  
Realm

*Right-of-Way: Primarily ~150'; narrows to 77' - 94'*

## Wasatch Boulevard

Between Bengal Blvd. and Little Cottonwood Road

LOOKING NORTH